

CLASSIFICATION **SECRET**

COUNTRY East Germany REPORT                     

TOPIC Jueterbog Airfield 25X1

EVALUATION                      PLACE OBTAINED                      25X1

DATE OF CONTENT                     

DATE OBTAINED                      DATE PREPARED 18 November 1954 25X1

REFERENCES                     

PAGES 4 ENCLOSURES (NO. & TYPE)                      25X1

REMARKS                      25X1

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This is UNEVALUATED Information

1. Almost every day between 0700 and noon during the period from 12 September to 5 October 1954, individual flights were made by MiG-15s or U-MiG-15s and Il-28s at Jueterbog airfield. The flight altitude was between 500 and 1,000 meters. Il-2s were repeatedly observed landing at the field at about 1100. Light AA guns repeatedly practiced firing at towed sleeve targets over the Jueterbog firing range between 1900 and midnight. The sleeve target fitted on a rope about 200 meters long was towed by an Il-28 at an altitude of between 1,500 and 2,000 meters. It flew in the beams of 4 or 5 searchlights. During the last week of observation, AA guns also fired during daytime.<sup>1</sup> 25X1
2. The following air activity and aircraft were observed at the field on 1 and 7 October: 25X1

1 October. At 1600, 23 MiG-15s or U-MiG-15s, 2 Po-2s, 1 Yak-14 and 1 Il-28 were parked at the field in the following arrangement:

4 MiG-15s or U-MiG-15s on the northern edge, along the railroad line

6 MiG-15s or U-MiG-15s on the northern edge in front of the northern hangars; 3 aircraft                     

4 MiG-15s or U-MiG-15s,                      next to the eastern end of the runway; these aircraft were alert planes

9 MiG-15s or U-MiG-15s )  
 2 Po-2s ) in front of the western hangars  
 1 Yak-14 )  
 1 Il-28 ) in front of the northwestern hangar.

                     A radio truck with an antenna mast about 2 meters high and 4 tank trucks were parked next to the alert aircraft.

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7 October. Between 1100 and 1830, the following MiG-15s or U-MiG-15s were parked at the field:

2 along the eastern edge of the landing field, along the railroad line

9, [redacted]

12 in front of the western hangars

4, [redacted] at the eastern end of the runway.

The Il-28 was not observed. A radio truck with an antenna mast about 2 meters high was again seen next to the alert aircraft. Another radio truck with a 2-meter antenna mast was parked south of the runway about 200 meters from the eastern end of the runway. About 300 meters west of this radio truck, there was a third radio truck with an antenna mast which was about 4 meters high and apparently braced by 2 guy wires. At 1400, 2 MiG-15s or U-MiG-15s with auxiliary fuel tanks were towed by trucks from the northern edge of the field to the take-off point. There, the engines were run up 3 times withing about 3 minutes and subsequently the aircraft individually took off at intervals of about 1,000 meters. While flying in a left turn, the aircraft assembled in elements of two, climbed to an altitude of about 1,000 meters, headed north and disappeared from view. The interval between the individual aircraft of a formation was about 50 meters. No landings were observed. At 1415, 5 MiG-15s or U-MiG-15s taxied from the northwestern hangars to the take-off point, took off individually at intervals of about 1,000 meters, and made local flights at altitudes between 400 and 500 meters. These local flights, each of 3 to 4 minutes, were continued up to 1600. When air activity was discontinued, the MiG-15s or U-MiG-15s taxied back to the northwestern hangars. 1

3. On 2 October, no changes were observed on the radio and radar installations at the field.
4. The previously reported AA gun emplacement on the eastern edge of the field was still occupied by 6 x 37-mm AA guns.
5. The following air activity and aircraft were observed at the field between 2 and 16 October:

2 October. Individual MiG-15s or U-MiG-15s made flights at intervals of about 2 hours during daytime.

4 October. Instructions were given in the class rooms. Some troops were engaged in callisthenics. Maintenance work was done on the aircraft parked at the field. Some soldiers worked on the wings of one plane, on the fuselage of another plane, and on the wings and rudder assembly of a third plane. The MiG-15s or U-MiG-15s were parked in the hangars. The 6 aircraft of the total of 8 Il-28s which had previously been parked near the "Waeldchen" (small wood), were no longer seen. They had probably been transferred on 3 October and were apparently employed in the vicinity of Jueterbog during the maneuvers. The 2 remaining Il-28s, which were used as AA target representations, were parked in front of the northwestern hangar.

5 October. No air activity was observed except for 3 Po-2s which came from Jueterbog-Damm airfield and circled over Jueterbog airfield between 1700 and 1800. [redacted]

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6 October. No air activity was observed. Maintenance work was done on the MiG-15s or U-MiG-15s in the hangars.

7 October. From the early morning hours to about 1300, it was observed from the town of Jueterbog that MiG-15s or U-MiG-15s repeatedly flew individually and in formations of two and four. The aircraft headed east.

8 October. At about 1200, 10 MiG-15s or U-MiG-15s were towed out of the northeastern hangar to the eastern end of the runway. At 1230, the aircraft took off individually and in elements of two and made local flights of 12 to 15 minutes duration. The take-offs were made at intervals of 10 to 20 minutes. After 1600, no MiG-15s or U-MiG-15s were observed aloft. A Po-2 from the northern hangar took off at 1630 and circled over the field up to about 1720. An Il-28 with sleeve target which was parked in front of the northwestern hangar took off at 2000. While flying over the firing range, the sleeve target was illuminated by searchlights on the ground and light AA guns fired at the target. The Il-28 landed after 30 minutes.

9 October. At 0900, 18 MiG-15s or U-MiG-15s were towed out of the western hangars to the eastern end of the runway. Flights in elements of two were made between 0930 and about 1400 and between 1600 and 1800. After the take-offs, which were made in formations of two and at intervals of about 10 minutes, the aircraft headed east flying at high altitudes. The aircraft which were fitted with auxiliary fuel tanks remained aloft for 25 to 30 minutes.

10 October. At about 1100, an Il-28 towing a sleeve target flew over the firing range. Light AA guns fired at the towed air sleeve. At about 1130, the Il-28 landed and another plane of the same type and towing a sleeve target took off. The exchange of aircraft continued up to about 1400. Between 1300 and 1900, there was also air activity by MiG-15s or U-MiG-15s which fired at sleeve targets towed by other aircraft of the same type. A Li-2 landed at 1120 and took off again at 1200. Two Il-28s towing sleeve targets took off at 1830 and flew over the firing range. Light AA guns fired tracer ammunition at the sleeve targets which were alternately illuminated by several searchlights. The end of this air activity could not be observed.

11 October. There was no air activity. Maintenance work was done on the MiG-15s or U-MiG-15s parked in the hangars and on the 2 Il-28s parked in front of the northwestern hangar. Soldiers received instruction in the classrooms of the so-called Wigner's block, buildings formerly occupied by gypsies.

12 October. A Li-2 landed at 1100 and took off at 1300. Between 1130 and 1200, a jet engine was run on the test stand. After 1200, MiG-15s or U-MiG-15s were towed out of the western hangars to the eastern end of the runway. Eight aircraft flew individually and in elements of two up to 1800. They remained aloft for 20 to 25 minutes. The interval between the individual aircraft and the formations was 15 to 20 minutes. After the take-off, the aircraft headed east at high altitudes.

13 October. At 1020, 12 Il-10s crossed over the airfield and the firing range. This procedure was repeated once until 1600. At 1200, 12 MiG-15s or U-MiG-15s were towed out of the western hangars to the eastern end

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of the runway. [REDACTED]

Individual flights were made until about 1700. The aircraft took off at intervals of 5 to 10 minutes and headed east.

14 October. No air activity was observed. Maintenance work was done on aircraft parked at the field. Some soldiers fired at the target range.

15 October. After 1200, MiG-15s or U-MiG-15s taxied out of the northern hangars to the take-off point. Four aircraft took off at intervals of 25 minutes. They remained aloft a few minutes, then landed and taxied back to the hangars. Between 1500 and 1620, two Il-28s towing sleeve targets flew over the firing range while light AA guns fired at the sleeve targets.

16 October. There was no air activity. 2

6. Between 12 September and 16 October, no fuel shipments were seen moving on the spur track to the fuel dump. The rails were rusty.
7. During the previously reported alert, the aircraft and motor vehicles were camouflaged by bushes, nets and tarpaulins. The vehicles were not allowed to move in large open areas. The tank trucks which moved to the aircraft for refueling were also camouflaged. During the refueling operation, they were additionally covered with camouflage nets similar to that on the aircraft, so that it seemed from a distance that the aircraft and the tank truck were one object. 2
8. Between 12 September and 16 October, construction work was under way on the target range. The target butts were being reinforced for aircraft weapons by 18-cm-thick steel plates, 1 x 2 meters large.
1. [REDACTED] Comment. Jueterhog airfield is still occupied by 2 fighter regiments. During the fall maneuvers from 25 September to 3 October, 6 additional Il-28s were stationed there. [REDACTED] The 2 Il-28s which are used for target representations are still parked at the field.
2. [REDACTED] Comment. The strict execution of camouflage measures during alert practices reflects a high training status.

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